



# The China Mail

ESTABLISHED 1845

MILK MADE  
STERILIZED  
NATURAL  
MILK.  
IS  
PURE FRESH  
COWS' MILK.

No. 16,122.

號七十月五年五十九百九千壹英

HONGKONG, THURSDAY, JANUARY 7, 1915.

寅甲子歲年四國民華中

PRION. 88.00 Per Month

## THORNE'S

No. 4,  
OLD VAT  
SCOTCH  
WHISKY.

As supplied to the House  
of Lords and House of Com-  
mons.

A. S. WATSON & Co., Ltd

WINE & SPIRIT MERCHANTS  
ALEXANDRA BUILDING, HONGKONG.

DR. YAMAZAKI  
SURGEON DENTIST.

HAS RETURNED from JAPAN and  
may be consulted daily at  
34 Queen's Road.

(CORNER OF FLOWER STREET).

Tel. No. 1382.

Hongkong, December 8, 1914. 1277

## THE 'CHINA MAIL'

### NOTICE.

Communications relating to news should  
be addressed to THE EDITOR.

Correspondents must forward their  
names and addresses with any communi-  
cation addressed to the Editor, not necessarily  
for publication but as evidence of good  
faith.

All matter for publication should be  
written on one side of the paper only.

Letters relating to business should be  
addressed to THE MANAGER.

Rate of subscription to 'China Mail' is  
\$36 per annum; per quarter and per month  
pro rata.

The 'China Mail' is delivered free to  
subscribers in Hongkong and Kowloon.  
Postage is charged at the rate of fifty  
cents per month.

Orders for extra copies of the 'China  
Mail' should be sent as soon as possible as  
the supply is limited. Cash 10 cts., Credit  
50 cts., per copy.

Rate of subscription to the 'Overland  
China Mail' is \$12 per annum; postage  
\$1 per annum extra. Single copies twenty  
cents each.

Alterations and additions to Advertise-  
ments on Pages 2, 3, 6, and 7 should  
be sent to the Office, No. 5, Wyndham  
Street, not later than 11.30 a.m.

Alterations and additions to Advertise-  
ments on pages 4, 5 and 8 should be  
sent as not later than 1 p.m.

New Advertisements should be sent in  
before 2 p.m.

Advertisements and Subscriptions which  
are not ordered for a fixed period, will be  
continued until countermanded.

Telegraphic Address 'Mail' Hongkong.

Code: A.D.C. 5th Edition.

Telephone No. 22.

THE CHINA MAIL, LIMITED.

## OUR WHEAT SUPPLY.

The importance of taking all possible  
steps to increase the area of land under  
the plough in Great Britain was strongly  
urged by Mr. Edwin Savill, in a paper read  
at a meeting of the Surveyors' Institution  
on the evening of Nov. 23, at the premises  
in Great George-street, Westminster.  
Amidst all the confusion of the present  
time the one fact that stood out was, he  
said, that no one was prepared to say that  
an increase in the area of land utilized for  
growing corn crops would not be a good  
thing for the country, both from the point  
of view of food supplies in time of war and  
rural employment in times of peace. He  
considered that the domestic production  
which was now treated as a luxury and  
which was automatically removed with the  
solution of the agricultural problem.

He was encouraged in the belief that the  
Government would not be unwilling to  
adopt a practical scheme to increase our  
wheat area by the scheme recently taken by  
the Board of Trade to meet the shortage of  
of dye-stuffs and colours, which had been  
causing apprehension in the textile trades.  
If the price of wheat never fell below 38s  
per quarter his own experience and that of  
competent authorities he had consulted  
agreed that it would pay farmers to grow  
more wheat. He suggested that the price  
at which wheat could be grown at a fair  
profit should be fixed. Possibly 38s per  
quarter would meet the case, but here he  
was open to correction. Every farmer who  
sold wheat should be paid the difference  
between the average price for the year and  
the actual price of 38s per quarter. The  
average price should be for the year ending  
Aug. 1 in each year. The cost of such a  
scheme to the Government would depend  
upon the amount of the guarantee, but it  
was doubtful whether it need be consider-  
able. A steady market was almost cer-  
tainly of importance than a high one, and it  
would be necessary to guarantee a  
reasonably remunerative price for a suf-  
ficiently long period. If such a scheme  
could be put forward at once it might not  
be too late to have a considerable effect  
upon next year's crop, as the practice of  
sowing spring wheat had considerably in-  
creased of late years.

## BUSINESS NOTICES.

### CAFÉ AU LAIT

Coffee & Milk as served in France but made in England.  
MILKMAID BRAND.  
Best Coffee, Maudsley Dairy Milk, refined Sugar, all in correct  
proportions, and only hot water needed to make a perfect  
beverage that is  
**WARMING - INVIGORATING - SUSTAINING**  
Now a splendid time to try it.

NO EXTRA MILK  
NO EXTRA SUGAR  
NO TIME  
NO TROUBLE  
NO WASTE  
SERVANTS CANNOT SPOIL IT.  
If there is any difficulty in procuring



please write to  
MILKMAID Depot, P.O. Box 351, Hongkong.  
Giving name and address, and enclosing 5 cents, and a trial tin  
enough for 5 cups will be sent free.  
Sold at all Stores 45 cents per large tin.

A. D. C.

present

FOR ONE NIGHT & ONE MATINEE

SAT. JAN. 9th WED. JAN. 6th

at 9.15 p.m.

at 4.30 p.m.

## A Fairy Ballet

ENTITLED

"SNOWWHITE AND THE FROG PRINCE"

in 3 Parts and 4 Tableaux  
in which will appear

THE

"Bluebird" Corps de Ballet

UNDER the Distinguished Patronage of H. E. Sir F. H. May, K.C.M.G.,  
Major-General F. H. Kelly, C.B., and Commodore R. H. Anstruther,  
O.M.C.

In Aid of the

## BELGIAN RELIEF FUND

BOOKING AT MOUTRIE'S

PRICES AS USUAL.

MATINEE: Children half prices.

Soldiers and Sailors in uniform admitted at half price to the Pit.

## W. S. BAILEY & Co., Ltd.

Kowloon Bay

### SHIPBUILDERS AND REPAIRERS.

VESSELS IN STEEL OR WOOD, STEAM OR MOTOR DRIVEN. TUGS  
BARGES, STEAM OR OIL LIGHTERS, LAUNCHES,  
MOTOR YACHTS AND HOUSEBOATS.

ROOFS, BRIDGES, STEEL BUILDINGS AND CONSTRUCTION WORK.

SMART STEAM LAUNCH FOR SALE OR HIRE.

SOLE AGENTS FOR KELVIN MOTORS.

### WANTED.

A SECRETARY for the Hongkong  
Club. Must be single. Apply with  
particulars of qualifications to—  
THE CHAIRMAN,  
HONGKONG CLUB,  
Hongkong, Dec. 23, 1914. 1322

## SINGON & CO.

ESTABLISHED A.D. 1880.

IRON STEEL METAL and HARD  
WARE MERCHANTS. Wholesale  
and Retail Ironmongers, Pig Iron and  
Foundry Coke Importers. General Store-  
keepers and Shipchandelers. Nos. 55 and  
57, Hise Loong Street, (Old Street, west  
of Central Market) Telephone No. 515.  
Hongkong, September 4, 1915.

## FRENCH LESSONS

G. MOUSSON.

15, Morrison Hill Road.

## CHEN KWONG & Co., Ltd.

GENERAL IMPORT &  
EXPORT.

CANTON

LARGE WHOLESALE & RETAIL  
STORE:

FURNITURE, Draperies, Groceries,  
Books and Stationery.  
Makers of Jewellery, Lacquered  
Crockery Ware.

Ironmongery, Wine and Spirits.  
Foreign Clothes for gentlemen made to  
order by our own tailors.

Large assortment of Chinese Silks and  
Foreign Goods of every description.  
All goods sold at reasonable Prices.

The Cheapest and Best place in Canton &  
Hongkong to buy Chinese and Foreign  
Goods.

SUP FAT POO STREET,  
CANTON and  
Nos. 37, 39, Des Voeux Road  
and No. 120, Cantonment Road Central.  
Tel. No. 811. Hongkong.

FOR a good table meal in Canton  
Table d'Hôte with Wine & Liquors  
the best. ALEXANDRA CAFE.

## BUSINESS NOTICES.

### THE TAIKOO DOCKYARD AND ENGINEERING CO. OF HONGKONG, LTD.

TAIKOO DOCKYARD, HONGKONG.

SHIPBUILDERS, SALVORS AND REPAIRERS, BOILERMAKERS, FORGE-  
MASTERS, BRASS AND IRON FOUNDERS, CONSTRUCTIONAL,  
ELECTRICAL AND MECHANICAL ENGINEERS.

WELDING AND CUTTING OF METALS BY OXY-ACETYLENE  
AND ELECTRIC SYSTEMS.

Estimates given for quick construction and repair of Ships, Engines, Boilers, Railway  
Rolling Stock, Bridges, and all Classes of Engineering, Iron and Wood Work.

GRAVING DOCK 78' x 33' x 3' 6"

Pumps empty Dock in 2-3/4 hours.

THREE PATENT SLIPWAYS (taking vessels up to 3,000 tons displacement;  
providing conditions for painting ships with most efficient results.

100-Ton ELECTRIC CRANE ON QUAY—ELECTRIC OVERHEAD CRANES  
throughout the Shop running up to 100 Tons.  
50-Ton Hydraulic TESTING MACHINE for Chains, Wire Ropes, Rivets, etc.

AGENTS FOR—

JOHN I. THORNTON & CO., LTD.

PETROL & KEROSENE MARINE MOTORS 7-1/2 to 150 H.P.

As supplied to the British Admiralty and War Office.

MOTOR VESSELS, LIGHT DRAFT CARRIERS, GUNBOATS,  
LAUNCHES, HOUSEBOATS & PLEASURE CRAFT OF EVERY  
DESCRIPTION.

MOTOR PUMPING & LIGHTING SETS, MOTOR VEHICLES, ETC.

Dockyard Manager can be seen between the hours of 11 a.m. and 12 noon at the  
Town Office.

BUTTERFIELD & SWIRE.

HONGKONG, CHINA AND JAPAN AGENTS.

Telegraphic Address:—TAIKOODOCK. Telephone No. 212.

## HONGKONG TURKISH BATH & TOILET CO., LD.

NOW OPEN

LADIES DAYS MONDAYS AND TUESDAYS

CHARGES—

Turkish Bath - - - - - 1/3  
Electric Bath - - - - - 1/3  
Complete Body Massage - - - - - 2  
Simple Bath - - - - - 75 cts.

FOR MEDICAL BATH DOCTORS' PRESCRIPTION WANTED.

SPECIAL PRICES FOR VOLUNTEER.

13 QUEEN'S ROAD CENTRAL, HONGKONG. J. O. SOFESS, Manager.

## LIPTONS

No. 1 Tea 95 cts. per lb. Foochow Buds 80 cts. per lb.  
Our own Special Blend of India & China Teas  
85 cts. per lb.

Roasted & Ground daily the best Java Coffee  
75 cts. per lb.

For absolutely the best Cup of Tea, Coffee, Cocoa: also Snoods, Cakes &c.  
procure in Hongkong—to be obtained only at—

## THE ALEXANDRA CAFE

LADIES CLOAK ROOM.

## THE HONGKONG HOTEL

AND

### GRILL ROOM

J. H. TIGGART

MANAGER.

## PEAK HOTEL

ADAMABLY SITUATED AT VICTORIA GAP.

Adjoining the Tramway Terminus, 1,400 feet above Sea Level.

A FIRST-CLASS FAMILY, RESIDENTIAL AND TOURISTS' HOTEL.

Telephones in all rooms. First-class Cuisine, Lounge, Smoking and Ladies' Rooms.  
Roof Garden.

Terms—From \$5 per day Max

Telegraph Add: 'Peak Hotel'

P. O. PEKUTER

Manager.

## GRAND HOTEL

A FIRST CLASS AND UP-TO-DATE HOTEL, most central location, within  
the vicinity of all the principal Banks.

Noted for the Best Food, Refreshments, Accommodation and Cleanliness. Cuisine  
under European Supervision. A First Class string Orchestra to render selections from  
6.30 p.m. to 11.30 p.m.

Special monthly terms for residents and for Shipping people.

For further particulars apply—

Telephone 197  
Telegraphic Address: 'COMFORTY'

## BUSINESS NOTICES.

### GREEN ISLAND CEMENT CO., LD.

## Portland Cement

In Casks of 375 lbs. net

In Bags of 250 lbs. net

## Shewan, Tomes & Co.

GENERAL MANAGERS

## CRUICKSHANK'S COUGH BALSAM.

A VALUABLE REMEDY FOR COLDS, BRONCHITIS, ASTHMA AND  
ALL DISEASES OF THE CHEST AND LUNGS.

PRICE \$1.00 Per Bottle

## MARTIN'S MIXTURE.

A SPECIFIC FOR INFLUENZA, HAY FEVER, COLD IN THE HEAD.

PRICE \$1.00 Per Bottle.

## VICTORIA DISPENSARY.

## THE HONGKONG ROPE MANUFACTURING Co., Ltd.

Established 1883

MANUFACTURERS OF

## PURE Manila ROPE

STRAND 3" to 15" CIRCUMFERENCE.	CABLE LAID 3" to 15" CIRCUMFERENCE.	4 STRAND 3" to 10" CIRCUMFERENCE.
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Oil Drilling Cables of any size up to 3,000 feet in length.

Pricing, Samples and full particulars will be forwarded on application to

Shewan Tomes & Co., General Managers.

Hongkong, April 11, 1915.

507

## "MUMEXA"

"While-you-wait" Photography

JUST ARRIVED FROM JAPAN A FULLY QUALIFIED ARTIST WIVES  
APPARATUS AND MATERIALS WHICH CAN FINISH  
IN 15 MINUTES

PRICE 2.00 per 3 pcs. for Post Card.

No. 3, Queen's Road Central.

TELE. No. 254.

675

## THE KWONG HIP LUNG CO., LTD.

(NOW RECONSTRUCTED.)

ENGINEERS and SHIPBUILDERS, BOILER-MAKERS, BRASS and IRON  
FOUNDERS. All work done in this establishment is guaranteed. We have  
over thirty years' experience. We own two Slipways and can accommodate any craft  
of 200 feet long.

Town Office, 48, CONNAUGHT ROAD CENTRAL, HONGKONG. Telephone No. 406.

Shipyards, Sham-Sai-Po, Kowloon, HONGKONG. Telephone No. 8 94.

Estimates furnished on application.

WONG PING WA Manager.

Hongkong, April 1, 1915.

## Bournville

The "COCOA de Luxe"

HIGHEST GRADE  
BRITISH MADE

"BOURNVILLE COCOA" represents the  
highest grade of nutritive cocoa at present on  
the market; it fully maintains its high reputa-  
tion in food value and delicacy of flavour, and  
is second to none in any respect whatsoever."  
Medical Magazine, March, 1912

## CADBURY'S CHOCOLATES

In Tins and Fancy Boxes

Specially Packaged for Export

FROM THE FACTORY IN A GARDEN, BOURNVILLE, ENGLAND

Established 1873











The Most Refreshing Perfume.

Sweet Lavender!

WATSON'S SPECIALITIES:

Ye Old English Lavender Water.

A Delightful Perfume

Lavender Talcum Powder.

Pure, Refreshing, Luxurious. For Toilet and Nursery.

Ye Old Mitcham Lavender Soap.

Superfine Quality. An Ideal Soap for Sensitive Skins.

A. S. WATSON &amp; CO., LTD.,

Chemists by Appointment to H.E. the Governor.

The Hongkong Dispensary and Kowloon Dispensary.

WM.  
Powell

LTD.

PHONE 318

Tailoring Department

SPECIAL OFFER

THIS SEASON'S

Scotch Tweeds &amp; Cheviot

SUITINGS.

\$30.00 to \$35.00

usually \$45.00 to \$60.00

(Fit and Style Guaranteed)

BEST WORKMANSHIP.

WM. POWELL LTD.

## THE DIARY.

## MEMO FOR TO-MORROW.

2.30 p.m.—Auction of Teakwood and Blackwood Furniture etc., at Messrs. Hughes and Hough's.

## General Memoranda.

SATURDAY, January 9—  
H.K. Cricket Club v. H.K. Civil Servants on H.K. C.C. Ground.

9.15 p.m.—"Snowwhite and the Fox Prince" by the A.D.C. at Theatre Royal.

SUNDAY, January 10—  
Field Day for V. Martens and Reserves.FRIDAY & SATURDAY, Jan. 14 & 15—  
2.30 p.m.—Auction of Valuable Chinese Porcelain, Brasses etc., at Messrs. Hughes and Hough's.SATURDAY, January 23—  
Entries close for the Races.SATURDAY, January 30—  
3 p.m.—Garden Fete in the grounds of the H.K. University.

## THE EDWARD DISPENSARY,

O. KAMMING &amp; Co., Ltd.

Chemists and Druggists.

## GREAT REDUCTIONS IN PRICES

PRESCRIPTIONS ACCURATELY DISPENSED

Pure Drugs, Patent Medicines, &amp;c.

2A, QUEEN'S ROAD, HONGKONG.

## NEWS OF THE DAY.

## LOCAL AND GENERAL.

The worst thing about the loss of a Turkish soldier, remarks the Washington Post, is that it causes so many widows.

In aid of the Prince of Wales Fund a concert will be given in Tai Koo Club hall on Saturday evening commencing at half past eight.

The house boy at 126 the Park complains that during the night of the 5th some person stole jewellery, clothing, and money belonging to his valued at \$198.

The Russian Consul, M. D'Oettingen, has reported to the Police this morning during December 10 and January 5 he has had stolen from his locked safe at Queens Buildings 131 sovereigns.

Mr. A. E. Lamb, second officer of the S.S. "Georgina" (Messrs. Jardine, Matheson & Co.) has been accepted as a recruit for Lord Kitchener's new army and will leave with the Hongkong contingent on 29th inst.

The Matinee performance of "Snow White and the Frog Prince" attracted a large audience to the Theatre yesterday afternoon. H. E. the Governor, Lady May and family being among those present. The performance was again a great success and was highly enjoyed. By special request, another performance will be given next Saturday evening.

It will be interesting to see how many Victoria Crosses will be awarded in the present war and compare the total with those of previous wars. So far, the largest number gained was in the Indian Mutiny, when no less than 192 were awarded. The Crimean comes second with 111, and the Boer War has 78 to its credit. The Zulu War was responsible for twenty-three V.C.s, the Afghan War for sixteen, and the New Zealand for fifteen.

## A HONGKONG NEWSPAPER'S ACTION.

In the Summary Court this morning the "Hongkong Telegraph" sued Lee Wo and Company and Lee Cheong, as managing partner thereof, to recover \$100.00 balance of advertising fees due from Nov. 1, 1913, to May 1, 1914.

Mr. P. W. Golding represented plaintiff, and Mr. C. A. S. Ross for Mr. J. H. Golding, who was for defendants.

Mr. Golding said that the writ was originally issued against the Queen's Road Central Company and Lee Cheong, but was amended because it was found that the company had transferred its business to the present defendant company. On May 13 the manager of the "Hongkong Telegraph" entered into a contract with the Queen's Road Central Company to insert their advertisements for 12 months for a sum of \$380, to be paid monthly. Accounts presented were paid up to Oct. 31, 1913, the amount received being \$100.00, leaving the balance claimed.

It appeared that sometime in November the Queen's Road Central Company transferred its business to the present defendant company. On May 13 the manager of the "Hongkong Telegraph" entered into a contract with the Queen's Road Central Company to insert their advertisements for 12 months for a sum of \$380, to be paid monthly. Accounts presented were paid up to Oct. 31, 1913, the amount received being \$100.00, leaving the balance claimed.

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## SOCIAL AND PERSONAL.

Capt. F. C. McMurray, who was formerly commander of the S.S. "Zafiro," is now at New York in charge of the training ship "Newport."

A son of Mr. E. C. V. Byrne, a Commissioner of Chinese Customs, was placed eighth in a recent examination list at Woolwich.

Major Nathan, R.E. (Agent at Tientsin for the Kaikan Mining Administration) has received a cable from the War Office, cancelling its former instructions to him to return to England.

At St. Andrew's Church yesterday afternoon Sergeant Marks, Hongkong Police, was married to Miss Daisy Cole, of Hongkong. Mr. and Mrs. Marks are spending their honeymoon in the New Territory.

Colonel McClear, Royal Dublin Fusiliers, head of the British expedition operating in the German Cameroons, has been killed in action. Colonel McClear was a cousin of Mrs. J. R. Bates, of Tientsin. Mrs. Bates also lost a near relative on H.M.S. Good Hope.

Almost simultaneously with his attainment of the distinction of being the only holder of the Victoria Cross with a seat in the House of Lords, the Earl of Dunmore, who, in a period of half a dozen years, saw service in three wars or expeditions, received an appointment for the greatest campaign of that of a General Staff officer. Lord Dunmore's selection was gazetted at the same time that the Prince of Wales was made an aide de camp to Sir John French.

Mr. H. S. Oldham, Superintendent of the British Municipal Police, Tientsin, leaves for home on Saturday, says the P. and T. Times of the 18th ult., subsequently proceeding to the front. Mr. Oldham went through the Boer War with the Imperial Yeomanry and previous to his coming to Tientsin in January of last year, was with the Royal Sussex Regiment. In local sporting circles Mr. Oldham's departure will be keenly felt, for he has been a supporter of the local golf, cricket, hockey and tennis clubs, having served in the capacity of hon. secretary to the last mentioned for the last two seasons. It is interesting to note that the departure of Messrs. Oldham and Todd, from the Police and Secretariat departments respectively, the B.M.C.C. have a representative of every department volunteering for active service. Mr. Blakeney, the Assistant Engineer, having been one of the first in China to leave for home.

## EUROPEAN SAILOR GETS THREE MONTHS' IMPRISONMENT.

Andrew Watt, master of the sailing vessel "Drummond," charged Ferdinand Christian, a Scandinavian seaman, at the Marine Court this morning before the President, Commander Basil Taylor, R.N., with continued disobedience of his lawful command and with assault. Defendant pleaded not guilty to both charges.

Capt. Watt said that about 3.30 on Tuesday afternoon the defendant entered his cabin when he was saying good-bye to a few friends, and demanded whisky. He was told to go away but would not and created much disturbance. The captain pushed him out of the cabin and Anderson remained outside until 6 p.m. continually demanding whisky. Defendant was neither drunk or sober. Witness next saw him yesterday morning about 6 o'clock when he again asked for whisky. Witness refused him and told him to go about his work. Witness went forward to have a look at the fire on the ship and defendant followed him on to the forecastle head. He left him there and soon after the chief officer complained of the man's conduct, and said he could not continue his work.

The President: Was the defendant doing his work?

Capt. Watt: No, he was making a fool of everybody.

Witness continuing said he gave instructions to the chief officer to put the man in irons. Anxious to give him another chance, he told him to go away while the chief officer was getting out the irons, but Anderson only swore more and defied him.

"During all this time we were neglecting our duty in not attending to the fire," declared Capt. Watt. "There was a struggle and defendant struck him in the chest."

The mate, Angus McEachern, said they had had previous trouble with defendant. He had refused to turn to and was taken ashore and paid off but taken on again. On Tuesday he insisted he was going to take complete charge and would do as he liked. About 4.30 yesterday morning everybody was turned out as the ship was on fire. Defendant got the boat to row ashore and was called back by the captain. He was then doing his work all right but a few minutes later he annoyed witness and prevented him doing his work until he could stand it no longer and he appealed to the captain, who ordered defendant to be put in chains. There was a struggle during which defendant banged his head against the railings.

Defendant's story was that he was sick and did not do what he was told in consequence. He might have said a word or two, but he did not cause any trouble. He was standing in the forecastle when the mate told him that unless he came out he would put him in irons. The mate brought a pair of old rusty handcuffs and defendant said: "If you are going to put me in irons you will have to clean them first."

The President said there was no doubt defendant had been under the influence of liquor and had behaved disgracefully. Anderson added that the captain hit him over the head twice with something blunt, and he struck back.

The defendant was sentenced to three months' hard labour.

## GREEN ISLAND CEMENT CO. SUED.

## SHIPBUILDERS' CLAIM.

In the Supreme Court this morning the action (part heard) by the Man Shing Lee firm of shipbuilders against the Green Island Cement Company, Ltd., came on for hearing before the Chief Justice, Sir William Reeves Davies. Plaintiff's claim was for \$3,814 for work done and materials supplied by the plaintiffs to defendants' steamship Ching Chow as defendants' request. The defence, disclosed by the pleadings was that defendants never contracted with the Man Shing Lee firm but with another firm to whom they paid accounts for work including that alleged by plaintiffs to have been done by them. At the last hearing his Lordship said he hoped some arrangement could be made between the parties, but no settlement was arranged.

Counsel for plaintiffs, Mr. Elton Potter, instructed by Mr. Davidson (Messrs. Hastings and Hastings); for defendants, Mr. F. C. Jenkin, instructed by Mr. Hing (Messrs. Deacon, Looker, Deacon and Harston).

Andrew Shields, secretary of the defendant company, said tenders were invited for work on the Ching Chow (then the Consuelo) and once was presented by the Tung Yick firm. He had an interview with two of the Tung Yick partners, Capt. Arthur being present.

Mr. Potter objected to Mr. Jenkin putting in evidence by the witness of the terms of this contract because the document itself was conclusive. Mr. Jenkin wished to show that though the contract was accepted arrangements were made for other incidental work to be done by the Tung Yick. He quoted authorities to show that such evidence was admissible.

Mr. Potter said the point was that on the pleadings and interrogatories defendants met their claim by saying that the whole of this work in the claim was contained in their contract with the Tung Yick firm. Plaintiff produced the Tung Yick contract, which disproved what defendants said, whereupon defendants stated that somewhat else was agreed, but it did not appear in the contract.

Defendants in their interrogatories relied upon this contract, and they must be found by it.

His Lordship reserved his decision on the point.

Mr. Shields, continuing his evidence, said the contract entered into by the Tung Yick was to take up the old decks and replace them with new wood, and also do incidental work. All the ship's fittings which had to be removed were to be renewed; included in this were the cabins between the two decks. During the course of the work he had some interview with the Tung Yick representative, owing to the slow rate at which it was being carried out. He could not identify the plaintiff and did not remember seeing him. As to Capt. Arthur's powers, witness said that as a private superintendent his duty was to advise the company on technical details, and he had no power to order big work without consulting the company. He consulted them about the Tung Yick contract and about the fitting of new skylights and provision of new lifeboats, for which separate orders were given.

Cross-examined, witness admitted that certain work was done outside the Tung Yick firm's contract, and Capt. Arthur had authority to order it.

Mr. Jenkin, in view of the witness's evidence, withdrew his defence of want of authority.

His Lordship observed that he had never attached much importance to it. Witness said in reply to further questions that plaintiff took a strong personal interest in the work, and his attitude, in the light of subsequent developments, was consistent with his being a sub-contractor.

G. W. Hobbs, assistant in the Green Island Cement Co.'s office, said plaintiff attended there several times, but always with the representative of the Tung Yick firm, with whom the "Interviewers" took place. He asked the Tung Yick partner, who plaintiff was, and he replied: "My partner." He first knew that plaintiff was Man Shing Lee when he received a letter from Messrs. Hastings and Hastings claiming \$4,000 odd. Having looked up his books and found that the firm had paid the Man Shing Lee \$1,000 for skylight doors on the "Ching Chow," he replied to Messrs. Hastings and Hastings that this was the only contract the company had entered into with plaintiff.

Cross-examined, witness said no claim was made by Man Shing Lee prior to Dec. 20, and not knowing anything about him he enquired of Capt. Arthur, who said he thought he was a man who had done a little work on the boat. On turning up the duplicate order book Capt. Arthur found that it was so. The Tung Yick partner attended at the office with the plaintiff and handed him a bill which he said was for extras, but witness refused to take it. He did not hand the bill nor did he see whether it was headed with the Man Shing Lee or the Tung Yick's name. Man Shing Lee never presented a bill.

The hearing was adjourned.

A Dane who has returned to Copenhagen from Hamburg, where he has lived for twenty years, reports that business at the port is almost suspended. Work has been abandoned owing to the lack of men, workmen in Hamburg and, indeed, throughout Germany being at the front or in the training camps. The number of failures in Hamburg is enormous, and the losses so far are estimated at £25,000,000.

## TYPHOON WARNING.

The following telegram was received at the American Consulate General from the Manila Observatory at 11.15 a.m. today:

Cyclone or Typhoon, S. E. of Naha, moving N. E.

## PORTUGUESE YOUTH GETS THREE MONTHS.

Before Mr Wood at the Magistrate this morning, a Portuguese named Anthony Gutierrez, was charged with stealing a box of Westminister cigarettes from Messrs Kelly & Walsh's store.

Defendant pleaded guilty.

The Magistrate asked Inspector Terratt for defendant's history.

Inspector Terratt said defendant was before the Court in 1910 along with a number of other Portuguese boys on charges of breaking into European houses on the Kowloon Peninsula and he was discharged by Mr. Hallifax on account of his youth. The houses broken into were situated in Babbington Park. Since then, he had been arrested for larceny and sent to prison for three months, but witness had not the particulars of the offence.

Defendant told the Magistrate he was a typist in the employ of the manager of the American candy store, and he had been there about two months. He admitted having been sentenced to three months imprisonment for attempted burglary at houses in Kennedy Road and Balliol Terrace. Mr. J. T. Mead, of Messrs. Kelly and Walsh, said the firm had not quite a lot of stuff recently. The defendant had visited the shop quite regularly, asking stupid questions and never buying anything. Witness had not a watch on him and yesterday Mr. May caught him. Mr. Mead said to him: "You have been doing this a long time" and he said: "I have not taken much."

Gutierrez was sentenced to three months' hard labour.

## THE EMDEN'S CAREER.

## German Officer's Story.

Lieutenant Meyer, of the sunken German liner Markomannia, together with thirteen other officers and forty-eight blue-jackets, has been interned at Kuala Lumpur, in Malaya. He seems to have been communicative and to have furnished some interesting details of recent exploits of the Emden. The manner in which the Emden's career unfolded is typical of the whole story. It seems that on leaving Kiauchau the chief engineer rigged up a dummy funnel—the ship had previously been painted the colour of British war vessels—and the White Ensign was hoisted at the stern. Then as she steamed past the Japanese the crew lined the decks, and as the vessels dipped their respective ensigns the Emden men gave three English cheers. The ruse was most successful, and the impudently vessel slipped out to sea.

A great deal of the success which attended the Emden's raid in the Bay of Bengal was due to the luck she experienced in tapping all sorts of wireless messages. Many of these she turned to immediate account. Thus she was able to await the emergence from the Mouth of the five ships which proved her first big, while other messages enabled her to make herself scarce when a superior force drew near.

The sinking of her various prizes was inevitable. As Lieutenant Meyer remarked: "We had no port where we could take them, and so we had to send them to the bottom, where we will go ourselves shortly."

Lieutenant Meyer said the Emden did not expect a long career. She knew that sooner or later she would be sent to the bottom to keep company with the ships she had sent below herself. Since his captivity he had been shown a chart wherein the supposed positions of the Emden at various dates were marked. This had caused him some amusement, because had his captain been aware that such were his pursuers' ideas he could have inflicted far more harm to British shipping than he had done.

Lieutenant Meyer expressed surprise at the generous treatment accorded him and his men by the British authorities. He had been told, as they were all in the German navy, to expect nothing but harshness and the rigorous application of the laws of war should they fall into the hands of the enemy. As it was, they were having the time of their lives. Their treatment on the train was splendid and what a well-equipped train it was, and what a fine big station Kuala Lumpur possessed. Indeed, since Wednesday he had been experiencing a succession of surprises.

Reminded that the Indian papers had said that the success of the Emden was greatly due to the presence on board of an officer who had frequently been in those waters while serving in Hamburg-America liners, Lieut. Meyer replied: "Is that so? I am that officer."

Turning to the wider aspects of the war, Lieut. Meyer was asked his opinion concerning naval matters in Europe. He was as open and debonair about this question as upon all the others upon which he was induced to speak. He said that he thought the German navy had missed its great opportunity. They had stuck to the shelter of the Wilhelmshaven forts too long. To keep soldiers cooped up like this for weary periods of time was more destructive of morale than anything he knew. The German naval leaders were, of course, well aware of this, and hence, perhaps, the reason for Prince Henry of Prussia taking some of the ships for a cruise among the Azores Islands in the Baltic. But on any rate, Germany had lost her opportunity on the sea, no matter how the war might eventually







## SHIPPING

## PENINSULAR AND ORIENTAL

## STEAM NAVIGATION COMPANY.

Will despatch VESSELS to the Undermentioned PORTS on or about the DATES named:—

PORTS	VESSELS	TO SAIL	REMARKS
LONDON, via Cape Town	ARCADIA	10th Jan.	See special of O.C.
SHANGHAI	NUBIA	10th Jan.	See special of O.C.
LONDON, via Cape Town	ARCADIA	10th Jan.	See special of O.C.
SHANGHAI	NUBIA	10th Jan.	See special of O.C.
LONDON, via Cape Town	ARCADIA	10th Jan.	See special of O.C.
SHANGHAI	NUBIA	10th Jan.	See special of O.C.

## NOTICE TO SHIPPERS.

SHIPPERS are informed that the P. & O. Company's Vessels are insured under the British Government National Insurance Scheme and they can effect War Risk Insurance of individual shipments with The National Insurance Committee, London, through their representatives there.

The production of a Marine Risk Policy is not immediately necessary.

P. & O. S. N. Co.'s Office.

E. A. HEWITT, Superintendent.

## CANADIAN PACIFIC ROYAL MAIL STEAMSHIP LINE.

VIA VANCOUVER AND

## THE CANADIAN PACIFIC RAILWAY.

PROPOSED SAILINGS FROM HONGKONG, SUBJECT TO ALTERATION.

## SAILINGS TEMPORARILY WITHDRAWN.

The 'EMPERESS OF RUSSIA' and 'EMPERESS OF ASIA' are now quadruple screw 31 knot turbine steamers of 16,500 tons gross—30,825 tons displacement—the finest, fastest and most luxurious on the Pacific.

All steamers of the Company's Pacific and Atlantic Fleet are equipped with the Marconi wireless apparatus.

Each Trans-Pacific 'Empress' connects at Vancouver with a Mail Express Train and at Quebec with the Company's Atlantic Mail Steamers.

The Company's chain of Hotels across Canada are unsurpassed for comfort.

## PASSAGE RATES, HONGKONG TO LONDON:

'EMPERESS OF RUSSIA'	Optional Atlantic Port £71.10.
'EMPERESS OF ASIA'	do do £65.
'EMPERESS OF INDIA'	do do £65.
'EMPERESS OF JAPAN'	do do £65.

MONTAGUE—Intermediate service—First class railway, second cabin Atlantic, via Canadian Atlantic Port—£25.  
Boston or New York—£25.  
Meals and sleeping car across Canada not included in any of above rates. If required such will cost £2 additional.

Passengers purchasing Trans-Pacific Round Trip passage tickets have the option of resuming from San Francisco by the steamers of the Pacific Mail S.S. Co. or by Toyo Kisen Kaisha.

Local and through passengers may, if desired, travel by rail between ports of call in Japan.

SPECIAL THROUGH RATES (What Class only) are granted to Naval and Military Officers, European Civil Service Officials, Missionaries, &c. Full particulars on application to Agents.

Through Passengers are allowed 'Stop Over' privileges at the various points of interest on route.

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to

D. W. CRADDOCK, General Traffic Agent,

Corner Pedlar Street and Praya (opposite Blake Pier).

## INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transshipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

## PROPOSED SAILINGS:

From Hongkong:	From Colombo:
29th January. Connecting with "KATHIAWAR"	17th February.

EXCELLENT ACCOMMODATION FOR 1st and 2nd CLASS PASSENGERS.

For Rates of Freight and Passage, apply to

THE BANK LINE, LIMITED.

MANAGING AGENTS.

## ORIENTAL AFRICAN LINE.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS en route and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

## PROPOSED SAILINGS:

From Hongkong S.S. "SALAMIS" End February.	
First Class Accommodation for Passengers.	
Fitted with Wireless Telegraphy.	

For Rates of Freight and Passage, apply to

THE BANK LINE, LIMITED.

MANAGING AGENTS.

## NATAL LINE OF STEAMERS

MAKING Cargo on through Bills of Lading to SOUTH AFRICAN PORTS with transshipment at CALCUTTA, in conjunction with the

INDO-CHINA STEAM NAVIGATION CO., LTD. and 'AFRICAN LINE'.

Proposed Sailings from Hongkong

Steamer from Hongkong:	On or about	Connecting at Calcutta with	On or about

For Freight and further particulars apply to

DODWELL & CO., LTD., Agents.

## HONGKONG—NEW YORK

REGULAR SAILINGS via PORTS and SUEZ CANAL.

(With liberty to call at the Malabar Coast).

FOR NEW YORK via PANAMA CANAL.

For Freight & further particulars, apply to

DODWELL & CO., LTD., Agents.

## THE NANYO YUSEN KAISHA (SOUTH SEA MAIL S.S. CO.)

Regular Service of Steamers between Japan, Hongkong, Singapore, Batavia, Samarang and Sourabaya.

S.S. HOKUTO MARU. For Moji & Kobe. Sails on or about

For Freight or Passage apply to

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## SHIPPING

## PACIFIC MAIL S.S. CO.

OPERATING MODERN HIGH POWERED TWIN-SCREW EXPRESS STEAMERS.

MONGOLIA 27000 tons. MANCHURIA 27000 tons.  
KOREA 18000 tons. SIBERIA 18000 tons.  
CHINA 12000 tons. NILE 11000 tons.  
PERSIA 8000 tons.

Between Hong Kong, Manila, Shanghai, Nagasaki, Kobe, Yokohama, Honolulu and San Francisco.

"THE SUNSHINE BELT"—The Most Comfortable Route to America and Europe

S.S. CHINA.....Sailing TUESDAY, 12th JAN., Noon.  
S.S. MONGOLIA....." TUESDAY, 19th JAN., 1 p.m.  
S.S. MANCHURIA....." WEDNESDAY, 17th FEB., 1 p.m.  
S.S. PERSIA....." TUESDAY, 2nd MAR., 1 p.m.

These steamers are famous for their modern equipment, comfort, and the speed of the voyage, which is under the personal supervision of Mr. V. Morton, the wireless telegraph officer. Large staterooms, equipped with electric fans, and running water. Berths equipped with electric reading lamps. Numerous amusements—all water sports, fishing, billiards, etc., etc. With not a dull moment throughout the trip.

The Safety and Comfort of Passage is our first consideration.

For further information, rates, literature, etc., apply to

R. C. MORTON, Agent,  
King's Building (opposite Blake Pier),  
Telephone No. 141.

## TOYO KISEN KAISHA.

## SAN FRANCISCO LINE.

via SHANGHAI, MANILA, the INLAND SEA JAPAN and HONOLULU.

Sailings from Hongkong—Subject to change without notice.

Steamer.	Displacement Tons & Speed.	Leave Hongkong.
TENYO MARU.....	22,000-21 knots.	Tuesday, 26th Jan.
NIPPON MARU.....	11,000-18 knots.	Tuesday, 8th Feb.
SHINYO MARU.....	22,000-21 knots.	Tuesday, 23rd Feb.
CHIYO MARU.....	22,000-21 knots.	

\* Via MANILA, Omitting Shanghai.

Steamers via Shanghai leave at Noon.

First Class to London.....£71-10. Return (8 months) £190.

First Class to New York.....£60. " " £98-10.

" " San Francisco.....£45. " " £83.

Passengers purchasing Trans-Pacific Return Tickets have the option of returning from SAN FRANCISCO by steamers of the Pacific Mail S.S. Co. or from VAN COUVER by steamers of the Canadian Pacific Railway Co.

SPECIAL RATES given to NAVAL and MILITARY, CIVIL SERVANTS, MISSIONARIES, etc.

ROUND THE WORLD tickets issued in connection with all the principal Mail Lines and the Trans-Siberian Railway.

Passengers may travel by Railway between Ports of Call in Japan free of charge.

## SOUTH AMERICA LINE.

via Japan Ports, Honolulu, Hilo, Manzanillo Salina Cruz, Callao, Iquique and Valparaiso.

Thence by Trans Andean Route to Buenos Aires.

Steamer. Displacement Tons & Speed. Sailing.

KIYO MARU.....17,200-15 knots.....Saturday, 9th January.

For full particulars as to Passage and Freight apply to

O. WURIU Acting Agent,

KING'S BUILDING (Opposite Blake Pier).

## THE EASTERN &amp; AUSTRALIAN STEAMSHIP CO. LIMITED.

MAIL SERVICE TO AUSTRALIA, via MANILA.

MAIL SCHEDULE SUBJECT TO MODIFICATION

STEAMERS	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
ALDENHAM.....		January 29th

THE above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice Fresh Provisions, etc., and are lighted throughout with Electricity.

All State Rooms have Electric Fans. A duty qualified Doctor and Stewards are carried.

For further particulars, apply to

GIBB, LIVINGSTON & CO.

Agents.

## THE CHINA MAIL

## COMBINED COLOURED

## TYPHOON MAP &amp; GUIDE

Showing tracks and daily progress of the big Typhoon during the last twenty years.

And enabling one to locate the centre of a Typhoon.

MOUNTED ON CARDBOARD AND TAPED FOR HANGING

Price 40 cents.

From the CHINA MAIL Office.

## SHIPPING

## CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION.

FOR	VESSELS	TO SAIL
HONGKONG, FAHPOI & HAITHONG	SUNGIANG	Jan. 8, at Noon.
SHANGHAI	LEANGCHOW	Jan. 10, Daylight.
MANILA, CEBU & ILOILO	CHINHA	Jan. 12, at 4 p.m.
SHANGHAI	KANCHOW	Jan. 15, at 4 p.m.
MANILA, CEBU & ILOILO	TAKING	Jan. 19, at 4 p.m.

DIRECT SAILINGS TO WEST RIVER—Twice Weekly.

S.S. 'LINTAN' and S.S. 'HANUL'.

MANILA LINE. Twin Screw Steamers 'Chinba', 'Taming', & 'Tean' on deck, etc. on 'Taming' and 'Tean'.

SHANGHAI LINE. The Twin Screw Steamers 'Anhui' and 'Chenai' and the S.S. 'Kanchow', 'Lanchow', and 'Yingchow', having excellent accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, maintain a fast schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

These Steamers land passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, Agents.

Telephone No. 34.

## INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

For	VESSELS	To SAIL
KOBE	TAUSANG	FRIDAY, Jan. 8, Daylight.
SANDAKAN	MAUSANG	FRIDAY, Jan. 8, at Noon.
SHANGHAI	HANGSANG	SUNDAY, Jan. 10, Daylight.
SHANGHAI	ESANG	SUNDAY, Jan. 10, Daylight.
MANILA	YUENSANG	MONDAY, Jan. 11, at 3 p.m.
SINGAPORE, PENANG & CAYUTTA	KUSANG	TUESDAY, Jan. 12, at Noon.
SINGAPORE & SOURABAYA	CHUNSANG	THURSDAY, Jan. 14, at Noon.
SHANGHAI	CHOYSANG	THURSDAY, Jan. 14, at Noon.
SANDAKAN	ELNSANG	FRIDAY, Jan. 15, at Noon.
MANILA	LOONGSANG	SATURDAY, Jan. 16, at 3 p.m.

## RETURN TOURS TO JAPAN.

THE steamers Kusan, Namsang & Pookang leave about every 3 weeks for Shanghai and Japan returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 20 days. This service is supplemented by the Yaiting, Kusan, and returning steamers direct to Hongkong. Time occupied 16 days.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duty qualified Surgeon is also carried.

Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.

Shipping Cargo on through Bills of Lading to Yangtze Ports, Choochoo, Tientsin, Dairen, Wailai & Tsingtau.

Taking Cargo on through Bills of Lading to Koda, Lahad Dato, Singapore, Tawao, Usukan, Jesselton and Labuan.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., Ltd.,

General Managers.

## BRITISH INDIA STEAM NAVIGATION CO., LD.

NEW SERVICE OF STEAMERS BETWEEN

YOKOHAMA, KOBE, HONGKONG & RANGOON.

Steamers are despatched EASTWARD and WESTWARD at regular intervals taking Passengers and Cargo at Current Rates.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., Ltd.,

Telephone No. 215.

Agents.

## THE ROYAL MAIL STEAM PACKET COMPANY

PROJECTED SAILINGS FROM HONGKONG.

SUBJECT TO CHANGE WITHOUT NOTICE.

'SHIRE' LINE SERVICE—HOMEWARD.

For Steamers. Date of Departure.

LONDON....."RADNORSHIRE".....21st January.

TRANS-PACIFIC 'SHIRE' AND 'GLEN' JOINT SERVICE.

VICTORIA, VANCOUVER, SEATTLE.

TACOMA & PORTLAND....."GLENGYLE".....16th January.

For freight and further particulars, apply to

JARDINE, MATHESON & Co., Ltd.,

Telephone No. 215 Sub Ex. No. 9.

AGENTS.

## BRITISH INDIA S. N. CO., LTD.

## APCAR LINE.

REGULAR SERVICE BETWEEN

CALCUTTA, STRAITS, HONGKONG, SHANGHAI AND JAPAN PORTS.

EASTWARD.

S.S. ORISSA, 5,426 tons Capt. Redfern, R.N., will be despatched for SHANGHAI, VLADIVOSTOK, KOBE & MOJI on 19th January.

For Freight or Passage, apply to

DAVID SANDOZ & CO., LTD.

AGENTS.

## SHIPPING



STEAM FOR STRAITS, CEYLON, AUSTRALIA, COLUMBO, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

Through Bills of Lading issued for DATA.

VIA PERSIAN GULF, CONTINENTAL AMERICAN AND SOUTH AFRICAN PORTS.

THE Steamship 'ARGADIA', Captain

Majority's Mail will be despatched from this port for BOMBAY on SATURDAY, the 16th January, at Noon, taking

Passengers and Cargo for the above ports in connection with the Company's Steamship 'Majesty' from Hongkong.

Passenger accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuable, and Tea and Cargo for Italy, France, and London (under arrangement) will be transhipped at

Colombo into the mail steamer proceeding direct to Marseilles and London. Other Cargo for London etc., will be conveyed via Bombay and transhipped to the S.S. 'Kater' direct due in London on 26th

February, 1915.

Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to

E. A. HEWITT, Superintendent.

Hongkong, Jan. 2, 1915.

## NOTICES TO CONSIGNEES

PACIFIC MAIL STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

FROM SAN FRANCISCO, JAPAN PORTS & MANILA.

CONSIGNEES of Cargo per Steamship

CHINA.

The above-mentioned vessel having arrived Consignees of Cargo are hereby notified to send in their bills of lading for counter-signature and take immediate delivery from the Company's Godown at West Point. Cargo will be landed immediately at Consignees' risk.

Cargo remaining undelivered on FRIDAY, January 8th, 1915, at 5 p.m. will be subject to landing charges and if undelivered MONDAY, January 11th, 1915, at 6 p.m. will be subject to both landing and storage charges.

No Fire Insurance whatever will be effected.

All chafed and otherwise damaged cargo will be examined at the above Company's Godown at West Point on January 8th, 1915, at 10 a.m.

No claims will be entertained unless accompanied by short delivery note or list of exceptions taken at the time of delivery to Consignees and signed for and on behalf of the Pacific Mail S.S. Co.

All claims must be filed on or before January 5th, 1915, otherwise they will not be recognized.

R. C. MORTON, Agent.

Hongkong, Jan. 6, 1915.

## PATELL &amp; CO.

Exporters & Importers

General Merchants

and

Commission Agents.

HONGKONG, CANTON.

SHANGHAI AND HANKOW.

THE FIRST CHINESE NEWSPAPER

EVER ISSUED UNDER

PURELY NATIVE DIRECTION.

THE CHINESE MAIL



**TYPHOON SIGNADEX**

**STORM-WARNINGS ISSUED**

FROM THE HONGKONG  
OBSERVATORY.

located on the Masted on Signal Hill, Kowloon, the Harbour Office, and the Customs House.

Green Island, Standard Oil Premium Te  
Al-kok and F. O. Quarters, Lysemoon.

A CONE  
point upward

A CONE  
point upwards  
and DRUM  
below

A DRUM

A CONE

indicates a Typhoon  
to the North of the  
Colony.

indicates a Typhoon  
to the North-East  
the Colony.

indicates a Typhoon  
to the East of the  
Colony.

indicates a Typhoon

point down-  
wards and  
FROM below

**A CONE**  
point down-  
wards

indicates a Typhoon  
to the South of the

A CONE  
point down-  
wards and  
ALL below

Colony.

Indicates a TYPHOON  
to the South-West of  
the Colony.

A: CONE indicates a thrust

and Signal indicate that the centre  
 is to be more than 300 miles away  
 from the Colony.

and Signal indicate that the centre  
 is to be less than 300 miles away  
 from the Colony.

above signals will, as heretofore, be  
ed only when typhoons exist in such  
ions or are moving in such directions  
information regarding them is con-  
ed to be of importance to the Island

the Water Police Station, and repeated  
at the Harbour Office :—

**THREE EXPLOSIVE BOMBS AT INTERVALS;**

A Black Cross will be hoisted at the

**NIGHT SIGNALS.**  
The following Night Signals will be

Three Lights Vertical, Green, Green, indicates that a typhoon is believed situated more than 300 miles from colony.

Three Lights Vertical, Green, Red, indicates that a typhoon is believed situated less than 300 miles from colony.

Three Lights Vertical, Red, Green indicates that the wind may be about to increase to full typhoon force moment.

III Signal will be accompanied by explosive Bombs, as above, in the case of the information conveyed by this being first published by night;

Night Signals will be substituted for day Signals at sunset, and will, when necessary, be altered during the night.

the benefit of Native Orais and

held at each of the following stations during the time that any of the above Days are holded in the Harbour.

Sp Rock,	Abricot,
Agagan,	Sac Ki Wan,
Stanley,	Shi Kung,
Maape Collinson,	Sai Tan Kok.

TM Fo.

will indicate that there is a Depressure somewhere in the China Sea, and a Storm Warning is hoisted in the hour.

These details can always be given to the Vessels on demand by signal, from the Lighthouse.

T. F. C. ALLEN,  
Director.



